

**EXCERPTS FROM THE FINAL TECHNICAL REPORT
FOR THE CHARLESTON NAVY BASE REUSE PLAN**

TRAIN TRAFFIC WITH PROJECT

Current CSXI Operations

CSX switching occurs at Bennett Yard, which is oriented east/west and located south of I-526 and west of I-26. CSX Intermodal (CSXI) operates an intermodal yard oriented north/south and located east of I-26 just above Dorchester Street in North Charleston. CSXI reports that switching capacity is adequate but that the intermodal yard has operated at capacity since 1989.

Approximately 30% of CSXI's intermodal traffic is double-stack containers. Vertical clearance through to inland destinations is restricted to 19 feet, 2 inches, which allows for stacking a "regular cube" (8 feet, 6 inches in height) and a "high cube" (9 feet, 6 inches in height). Of the remaining 70%, approximately 75% of the traffic is container-on-flatcar (COFC) and 25% is trailer-on-flatcar (TOFC or "piggy back"). Approximately 50% to 60% of CSXI's traffic is international cargo, with 20% to 35% domestic cargo and 15% to 20% empty containers.

The CSXI Intermodal Yard handles two trains in and out five days a week and one train in and out on Saturday. The trains vary in length and composition and typically have a mix of 90-foot flatcars and dedicated double-stack cars. The bulk of the traffic is sent north and west, away from Charleston. However, there is scheduled service to the south of the yard five days a week, with departures generally at 8 a.m. and returns around 11:00 p.m. A mix of flatcars and double-stack cars is sent south along the main line, which runs generally between I-26 and Rivers Avenue as it passes the Navy Base. Many of these cars are bound for Cooper Yard (a storage yard adjacent to Shipyard Creek) and serve various bulk industries in the area (coal, ore, etc.). An average of four or five cars are sent further south to the Port of Charleston along the main line, although this varies from day to day.

CSX also owns a secondary line running just east of Spruill Avenue which runs through Cooper Yard. CSXI reports that the line is in poor condition and is not used either north or south of Cooper Yard; service to and from Cooper Yard is via a main line connecting spur south of the yard.

Current Norfolk Southern Operations

Norfolk Southern switching occurs at Seven Mile Yard, which is oriented north/south and located south of I-526 and east of I-26, just north of the CSX Intermodal Yard. Seven Mile Yard also accommodates intermodal transfers. Norfolk Southern reports that Seven Mile Yard has been recently expanded and that there are no constraints on switching activity or Intermodal transfers.

Approximately 50% of Norfolk Southern's intermodal traffic is double-stack containers. Vertical clearance to inland destinations is restricted to 20 feet 3 inches, which allows for stacking two "high cubes" (9 feet 6 inches in height). Of the remaining 50%, approximately 70% of the traffic is COFC and 30% is TOFC. Approximately 90% of Norfolk Southern's intermodal business is international, with only 10% domestic.

Seven Mile Yard handles one intermodal train in/out five days per week and one mixed freight train in/out seven days per week. As with CSXI, the trains vary in length and composition, with a mix of 90-foot flatcars and dedicated double-stack cars; and most are sent north out of the Charleston peninsula.

There is schedule service to the south of the yard five days a week, with departures at approximately 1:30 p.m. and returns at approximately 5:30 p.m. Typically, approximately 35 to 40 cars (of which 10 to 15 are double-stack and the rest flatcars) are sent south along the main line, which parallels and eventually joins with the CSXI main line. Approximately 30 of these cars serve the Port of Charleston's Columbus Street Intermodal Terminal, with the rest serving bulk industries along the line.

Source: *Charleston Navy Base Reuse Plan Final Technical Report; Vickerman, Zachary, and Miller; June 15, 1994.*